





"tish" orders to San Francisco have first consideration, to the great detriment of produce from the Western States.

# SERIOUS RIOTING AT NANTES.

SAN FRANCISCO, Dec. 21.—Serious rioting has broken out at Nantes (France) owing to the evacuation of the Church property.

Thousands of the excited congregations of the Catholic churches gathered yesterday morning, and led by priests they made an attack on the Government forces and missionaries. The troops were compelled to fire on the mob, and several were killed and injured. Rioting still runs high, and additional troops have been ordered to the scene.

# EDUCATIONAL BILL WITHDRAWN.

SAN FRANCISCO, December 21.—Owing to the uncompromising attitude adopted by the House of Lords, who refused to reconsider their amendments, the Educational Bill has been withdrawn. Contrary to expectations Parliament will not be dissolved at present.

# TO TUNNEL MOUNT BLANC.

SAN FRANCISCO, December 21.—France, Italy and Switzerland have agreed on a plan to run a tunnel through Mount Blanc.

# AWAKENING OF CHINA.

A Peking Exhibition.

A correspondent writing to the China Times on Dec. 1 from Peking says:—The new national exhibition hall which was opened last Monday in Peking has passed over the most sanguine expectations of its promoters. The building has been daily crowded with Chinese of all classes, but especially of the higher official class who have come to study the products and the potential producing capacity of their country, and with foreigners interested in noting the advances which China is making toward the manufacture of goods commonly known as "foreign." That many of the articles which heretofore have been classed as "foreign" and which have been the basis of much of the imports into China in the past, are now being made in this country and by native initiative, native capital and native labour, is one of the most obvious as well as one of the most interesting lessons which the exhibition has to teach. Machinery which up to the present has had to be imported from Europe or from the United States is now sent up from the native machine shops of Hu Pei for the inspection of cloth manufactures of the capital. Rides from the native arsenals, made with a technical skill and finish comparable with, if not yet equal to, the best products of the West, and a hundred and one other results of the recent economic awakening of the Empire, which needed only to be brought before the eyes of the foreigners as well as the Chinese to call forth the admiration of both, are receiving their just share of appreciative comment.

The Exhibition Hall is a magnificent building of foreign architecture, standing just outside of Chien Men, in the busiest centre of the commercial city. It is built of light-coloured brick, and has a frontage of over a hundred feet, stretching back to a depth of sixty feet, and is three stories high. It has been in the process of construction for over a year, under the supervision of the Board of Commerce, the promoters of the plan to establish in the capital a place where the industrial products of the people could be brought to the attention of a new market. A nominal charge of two cents is made for admission. The Hall is open to the public daily, between 10 a.m. and 4 p.m. except on Mondays, when it is open during the same hours but only to women.

The third floor of the building is devoted to the display of goods for sale. Cloisonné, furs from Manchuria and Mongolia, furniture of Peking manufacture and native reprints of foreign books form the chief parts of these exhibits. The two other floors are devoted entirely to exhibition and not sale. Among the most interesting exhibits are a number of foreign-modelled cotton looms manufactured at the technical school in Hu Pei, arranged with partially woven articles still in the machinery, and a crude iron fire engine with hose attached. The process of silk manufacture is shown from the beginning to the time when the finished product is ready for the market. Several cases are devoted to delicate scientific instruments, while others are given over to botanical and ornithological specimens illustrating the flora and fauna of the Empire. Shan Tung's famous ink cakes and the cotton and linen goods of the southern and central provinces are also in evidence, as well as a number of exquisite pieces of embroidery executed by Chinese women in northern Chih Li.

# Dentistry.

DR. HARRY FONG,  
AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved Appliances.  
61, QUEEN'S ROAD CENTRAL. 1979

# Dr. M. H. O'HAN,

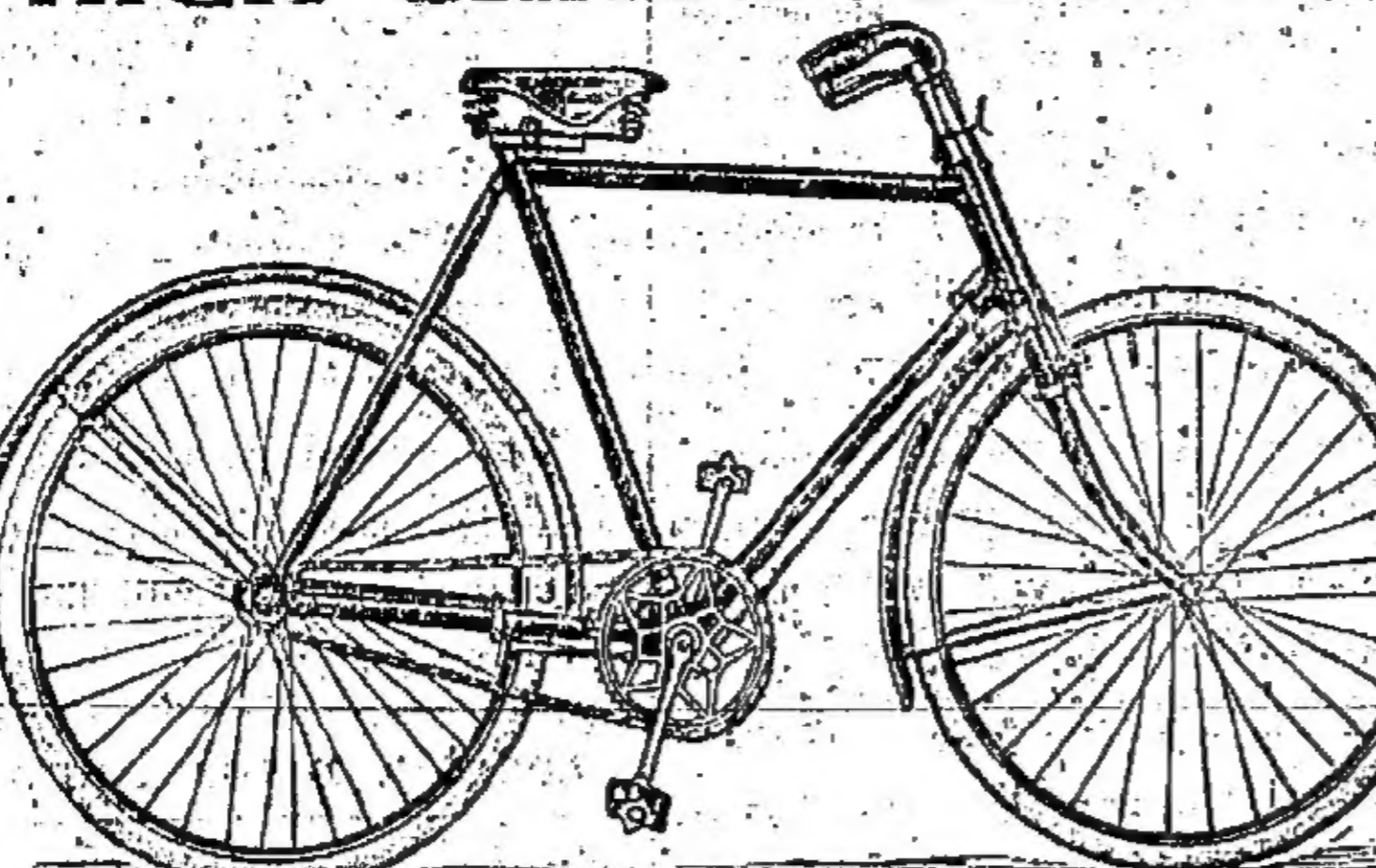
THE Latest Method of the AMERICAN SYSTEM OF DENTISTRY.  
37, DES VUEX ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A. 1888

S. I. N. T. I. N. G.,  
Surgeon Dentist,  
No. 14, D'ARVILLE STREET.  
TERMS VERY MODERATE  
Consultation Free. 628

# MIYAKO HOTEL, KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

# HIGH GRADE CYCLES



CHEAP SALE FOR 15 DAYS ONLY.

Please Call WILLIAMS, GIBSON, McKIRDY & CO.,  
DRAGON CYCLE DEPOT, 11, D'ARVILLE STREET.  
Hongkong, November 17, 1906. 2215

# DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.



MAGNESIA

The Physician's Care for Cuts, Rheumatic Gout and Gravel. Safest and most Effective Agent for Regular Use.

# USE ONLY & USE ALWAYS

# ATKINSON'S

MOST REFRESHING.

A LUXURIOUS PERFUME Far Superior to the German Kinds.

A NECESSARY RESTORATIVE IN SICKNESS. **EAU DE COLOGNE**

# TAKE HOLLOWAY'S PILLS

For Indigestion, Heartburn, Biliousness, Jaundice, and all Complaints of the Liver and Kidneys.

THEY ARE INVALUABLE FOR THE USE OF FEMALES.

Manufactured only at 78, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

# Hotels.

# KING EDWARD HOTEL.

# A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms. Private Bar and Billiard Rooms. Hot and Cold Water throughout. Electrically Lighted. Electric Fans (if required). Electric Passenger Elevator to each Floor. Table D'Hotel at Separate Tables. Telephone Numbers: VICTORIA, Hongkong. For terms, &c., apply to the MANAGER.

# VICTORIA HOTEL,

SHAMKIN, CANTON. ON THE BRITISH CONCESSION. MAOAO HOTEL, MAOAO, CHINA. In the Centre of Praya Grand.

BOTH Hotels under Experienced European Management. Every Comfort and Convenience for Residents and Tourists. Wm. FARMER, Proprietor. 468

# THE BEST BILLIARD TABLES

IN THE COLONY ARE AT THE KOWLOON HOTEL, OADLE ADDRESS: "CHEE" KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden. MONTAGNA CHAMBER, J. W. OSBORNE, Proprietor and Manager. 138

# WEEKLY NEWS FOR HOME.

# The Overland China Mail

Published to suit the Department of each English and French Mail Steamer to Europe. FULL REPORTS AND THE LATEST INTELLIGENCE (Commercial, Shipping, etc.) \$17 per annum (including Postage). CHINA MAIL OFFICE, 5 WYNDHAM STREET, HONGKONG.

# Bangkok Times.

# THE LEADING NEWSPAPER IN SIAM

And widely circulated in Malaya, Ceylon, China, the Straits Settlements, and Burma. A DAILY NEWSPAPER, with a weekly Mail Edition (20 pp.) SUBSCRIPTION: DAILY (postage extra), 10 cents a year. WEEKLY, including postage, 25 p.c. ADVERTISING RATES: For inch (8 lines), 50, three times; 10, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000.

A UNIQUE FEATURE of the "Bangkok Times" is its Siamese version. Thus the advertiser is enabled to talk as it were with the Siamese in their own tongue without knowing one word of it, the "Bangkok Times" doing the translation required. Literary communications should be addressed to the Editor. Business communications to the MANAGER, CHINA MAIL OFFICE, 5 WYNDHAM STREET, HONGKONG. Orders booked by MANAGER, CHINA MAIL OFFICE, 5 WYNDHAM STREET, HONGKONG.

# AUCTIONS.



# PUBLIC AUCTION.

THE Underigned have received instruction to sell by Public Auction, on WEDNESDAY,

the 23rd January, 1907, commencing at 11 a.m., on BOARD the Ramier, the following:—

R.A.M.B.L.E.R.  
Single Screw, Composite Hull, Copper Sheathing.  
DISPLACEMENT.....335 Tons.  
INDICATED HORSE POWER.....650 N.D.  
EXTREME LENGTH.....163ft. 6in.  
EXTREME BREADTH.....29ft. 6in.  
BOILER.....Compound Surface Condensing.  
ENGINES.....Horizontal, by Elder.  
PROPELLERS.....One Griffith's Gun Metal.  
BOILERS.....Three Cylindrical Direct Tubular.  
LOAD ON SAFETY VALVES.....60 lbs.  
SAMPLING.....Two Normandy's—Single.  
CONDENSING.....No. 10, distilling 2,838 gallons of water per 24 hours.

HULL M.D.C.E.  
Late Twin-Screw Gun Vessel,  
638 Tons, Composite Hull, Copper Sheathing.

LENGTH.....155 ft. 0 in.  
BREADTH.....25 ft. 0 in.  
To be sold as they now lie in Hongkong Harbour, with all Fittings, etc., on Board. A list of Fittings, etc., to be sold with H.M.S. Ramier may be seen at the Office of the Naval Store Officer, H.M. Naval Yard.

The Admiralty will not be responsible for any errors in description of Ship, Fittings, Stores, etc.

The vessels will be open to inspection for seven days before date of sale, between 10 a.m. and noon and 2 and 4 p.m. (Saturday and Sunday excepted). Inspection Orders can be obtained from the Auctioneers.

TERMS:—Cash before delivery. 25 per cent of the purchase money to be paid on the fall of the hammer; balance and the clearance to be effected within seven days after date of sale.

HUGHES & HOUGH,  
Auctioneers to the Government,  
Hongkong, December 29, 1906. 2475

# 'THE REVENUE OF CHINA.'

A SERIES OF ARTICLES, Reprinted from The China Mail, WITH AN APPENDIX

To be had at the OFFICE of THE PAPER, 5, WYNDHAM STREET. Price 50 Cents.

# A RAMBLE THROUGH SOUTHERN FORMOSA:

By G. TAYLOR, I. M. O. S. S. With Woodcuts.

(Reprinted from the China Review. One of the Best Sketches of Formosa Ever written.)

Price 50 Cents. CHINA MAIL OFFICE, 5 Wyndham Street, Hongkong.

# PRINTING.

# PRINTING.

# PRINTING.

# Artistic Printing

AND

# Book Binding

Done with Neatness and

Despatch

At Moderate Prices.

# Programmes

# Company Reports

# Business Circulars

and

# Books of all kinds.

# Under European Supervision

# China Mail Office

5, WYNDHAM STREET, HONGKONG.

# His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at
Albatross	despatch-boat	1700	12	3000	Comdr. E. La T. Leatham	Singapore
Astrea	2nd class	4320	10	9000	Captain S. L. Vaneau Lee	Singapore
Brantford	river gunboat	710	2	900	Lieut. Comdr. Davidson	Yangtze
Brimstone	river gunboat	710	2	900	Lieut. Comdr. Bunter	Yangtze
Calcutta	aloop	1070	6	1400	Comdr. Luard	Hankow
Cherub	water tank and tug	390	—	900	—	Hankow
Clio	aloop	1070	6	1400	—	Hankow
Diadem	cruiser, 1st class	11,000	18	6,500	Comdr. H. D. Wilkin, R.N.	Hankow
Flame	torpedo boat destroyer	320	2	600	Capt. H. W. Savory, R.N.	Singapore
Flores	cruiser, 2nd class	4320	10	7000	Lieut. Comdr. E. J. B. B. B.	Hankow
Handy	torpedo boat destroyer	275	6	4000	Capt. Grant Dalton	Wellington
Bar	torpedo boat destroyer	275	6	4000	Lieut. Comdr. Cox	Wellington
Janus	torpedo boat destroyer	280	6	8000	Lieut. Comdr. Henshaw Hoatson	Wellington
Kent	cruiser, 1st class	9000	14	22,000	Lieut. Comdr. W. H. Darwall	Wellington
King Alfred	cruiser, 1st class	14,000	14	30,000	Capt. De Horsey	Hankow
Kinsela	river gunboat	610	4	1500	Capt. Cecil F. Thurnaby, R.N.	Singapore
Monmouth	cruiser, 1st class	9320	14	6000	Lieut. Comdr. V. R. Dugmore	Yangtze
Moonbeam	river gunboat	180	2	800	Capt. A. J. Tule	Singapore
Otter	torpedo boat destroyer	350	6	6300	Lieut. Comdr. R. E. Vaughan	West River
Prometheus	cruiser	2400	—	—	Lieut. Comdr. J. Kiddle	Wellington
Rambler	Surveying-vessel	825	6	650	Capt. Woolcombe	Wellington
Robin	river gunboat	85	2	240	Comdr. O. E. Moore	Hankow
Sandpiper	river gunboat	85	2	240	Lieut. Comdr. C. G. Walcott	West River
Tam	river gunboat	85	2	240	Lieut. Comdr. H. T. Atty	Yangtze
Tamar	torpedo boat destroyer	250	6	6500	Lieut. Comdr. Lys	Yangtze
Teal	receiving ship	4500	6	—	Reserve	Hankow
Thistle	river gunboat	180	2	800	Commodore Williams	Hankow
Virago	river gunboat	180	2	800	Lieut. Comdr. E. Secretan	Yangtze
Waterwitch	torpedo boat destroyer	355	6	6300	Lieut. Comdr. West	Shanghai
Whitby	surveying ship	825	6	650	Lieut. Comdr. Stevenson	Wellington
Woodcock	torpedo boat destroyer	350	6	6000	Comdr. R. W. Glenside	Wellington
Woodlark	river gunboat	195	2	800	Lieut. Comdr. O. E. L. Thomas	Wellington
	river gunboat	150	2	600	Lieut. Comdr. G. D. Spicer-Simon	Upper Yangtze
	river gunboat	750	2	600	Lieut. Comdr. C. W. Wrightson	Upper Yangtze
	river gunboat	750	2	600	Lieut. Comdr. Joo, F. Knox	Upper Yangtze

\* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief.

# Foreign Men-of-war on the China and Japan Station.

Name.	Class.	Description.	Tons.	Guns.	H.P.	Captain.	
Kaiser Franz Josef	Austro-Hungarian cruiser		43' 9	19	9000	Capt. Ferdinand Babbay	Hongkong
Panther	Austro-Hungarian cruiser		1850	12	6000	Captain E. Köcher	Singapore
Achéron	French armoured cruiser		1796	10	1700	Lieut. Ferret	Haiphong
Adolphe	French receiving ship		—	—	—	Lieut. Morla	Haiphong
Argus	torpedo-boat		—	—	—	Commander Kerihoul	Cape St. James
Carondelet	French gunboat		123	—	600	Lieut. Jaume	Canton
Decidée	French gunboat		123	—	600	Lieut. Hoo	Salon
D'Entrecasteaux	French cruiser		11,242	10	10,000	Lieut. L. Bost	Salon
Descazes	French armoured cruiser		3945	14	5500	Capt. Tracou	Salon
Ducloux-Thouars	French armoured cruiser		10,014	38	20,000	Comdr. Amet	Kinkiang
Exatragon	French sub-marine		—	—	—	Lieut. Coquelin	Salon
Francisque	French destroyer		308	7	6300	Lieut. Garreau	Hongkong
Fronde	French destroyer		350	7	308	Lieut. Saint-Sauve	Hongkong
Gueydon	French cruiser		9376	38	20,200	Captain Bidon	Salon
Guichenot	French cruiser		9700	—	—	—	Yokohama
Héni Rivière	French gunboat		200	6	308	Lieut. Fort	Salon
Jacquin	French gunboat		207	6	308	Lieut. Orlonier	Haiphong
Javelin	French gunboat		207	6	308	Comdr. Sagot-Duvalroux	Salon
Karsant	French cruiser		1250	6	2200	Comdr. Simon	Salon
Lyon	French sub-marine		—	—	—	Lieut. Armbruster	Salon
*Montcalm	French cruiser		9700	12	13,600	Capt. Maral	Salon
Mosque	French destroyer		307	6	300	Lieut. de Chamis	Salon
Nir	French gunboat		—	—	—	Capt. Grélier	Salon
Palao	French gunboat		—	—	—	Lieut. Lavissier	Chengkong
Pistolet	French torpedo-boat		350	7	300	Lieut. de Belach Werth	Tongku
Porte	French sub-marine		—	—	—	Lieut. Glorion	Hongkong
Rapier	French torpedo boat		9427	6	6071	Lt. Vincent de Brichignas	Salon
Redoutable	French battleship		1784	10	1700	Reserve	Salon
Sabre	French destroyer		—	—	—	Lieut. Lobali	Hongkong
Styx	French gunboat		1784	10	1700	Capt. Dupuis	Salon
Takao	French gunboat		250	6	—	—	Salon
Tarakan	French gunboat		250	6	—	Capt. Targuier	Salon
Vigilante	French battleship (reserve)		6150	23	4560	Lieut. Brugnon	Hongkong
	French gunboat		123	7	500	—	Hongkong
Strat Bismarck	German flag-ship		11,000	38	14,000	Captain Wilkens	Hongkong
Titic	German gunboat		1000	10	1300	Comdr. Baron von M. H. H. H.	Tientsin
Jaguar	German gunboat		900	10	1300	Comdr. Klobbe	Hongkong
Wache	German gunboat		350	10	1344	Comdr. Bloke	Hongkong
Möwe	German gunboat		1008	8	875	Comdr. Lubbar	Tientsin
Nicolas	German cruiser		—	—	—	Capt. Witsch	Tientsin
Taku	German torpedo-boat		—	—	—	Capt. Lieut. Wing-Müller	Tientsin
Tiger	German torpedo-boat		—	—	—	Capt. Lieut. Witter	Tientsin
Tungtau	German gunboat		900	10	1300	Comdr. Abeken	Tientsin
Vaterland	German gunboat		170	6	1300	Capt. Lieut. Giesler	Tientsin
Vorwärts	German gunboat		170	6	1300	Capt. Lieut. von Bulow	Tientsin
	German gunboat		—	—	—	Capt. Lieut. Forbond	Tientsin
Calabria	Italian cruiser		3000	—	—	Capt. Marone	Salon
Elba	Italian cruiser		2300	10	7471	Captain Borea Ricc	Shanghai
Marco Polo	Italian cruiser		3800	—	—	Captain Prebitero	Shanghai
Puglia	Italian cruiser		2498	29	7000	Capt. Prebitero	Hongkong
Vesuvio	Italian cruiser		2145	—	—	Baron de Saint Pierre	Hongkong
Admiral	Portuguese cruiser		1960	14	4000	Captain d'Antas Ribeiro	Macao
Rio Lima	Portuguese gunboat		720	—	—	Captain Carvalho	Macao
Araya	U. S. gunboat		—	—	—	Ensign A. K. Shoup	Philippines
Bainbridge	U. S. torpedo-boat destroyer		420	7	8000	Lieut. Woodward	Japan
Baltimore	U. S. cruiser		4600	—	—	Capt. Sargents	Hankow
Barry	U. S. torpedo-boat destroyer		423	7	8000	Lieut. Irwin	Hongkong
Callao	U. S. gunboat		3100	16	500	Ensign Guy Witlock	Canton
Chattanooga	U. S. cruiser		3100	16	4500	Comdr. Alex. Sharp	Manila
Chambers	U. S. torpedo-boat destroyer		423	7	8000	Lieut. E. P. Jossey	Manila
Cincinnati	U. S. cruiser		3313	19	7500	Comdr. J. M. Robinson	—
Colorado	U. S. battleship		13,500	—	—	Capt. S. Stanton	Hongkong
Concord	U. S. gunboat		423	7	8000	Comdr. G. J. Bosch	Philippines
Dale	U. S. torpedo-boat destroyer		423	7	8000	Capt. O. J. Bosch	Manila
Decatur	U. S. torpedo-boat destroyer		423	7	8000	Comdr. O. J. Bosch	Manila
Elcano	U. S. gunboat		13,500	—	—	Lt. Comdr. H. Rodman	Philippines
Pennsylvania	U. S. battleship		13,500	10	6000	Capt. T. C. McLean	Hongkong
Maryland	U. S. battleship		13,500	10	6000	Capt. R. R. Ingelsoll	Hongkong
Monomnock	U. S. monitor		8990	6	3000	Comdr. W. F. Coffin	Manila
*Ohio	U. S. battleship		12,000	—	—	Captain Logan	Yokohama
Pampana	U. S. gunboat		201	3	250	Ensign J. W. Hayward	Canton
Paragon	U. S. gunboat		201	3	250	Ensign A. B. Reed	Canton
Pathfinder	U. S. gunboat		693	—	—	Comdr. Steadwell	Hongkong
Queros	U. S. gunboat		4006	14	—	Lieut. O. R. Train	Manila
Raleigh	U. S. cruiser		3218	18	7600	Comdr. J. C. Gilmore	Manila
West Virginia	U. S. flag-ship		13,502	—	—	Capt. F. F. Fleicher	Hongkong
Villalobos	U. S. gunboat		247	8	500	Capt. Arnold	Shanghai
Wilkes	U. S. gunboat		1376	8	1894	Lieut. F. L. Pinney	Hongkong
Wiscasset	U. S. gunboat		12,000	50	13,600	Comdr. J. L. Rodgers	Hongkong
	U. S. battleship		—	—	—	Captain Franklin J. Drake	Manila

\_\_\_\_\_

"suffragettes" eleven women being arrested.

RUSSO-JAPANESE NEGOTIATIONS.

ST. PETERSBURG, Dec. 18.  
The Russo-Japanese negotiations are again making favorable progress. Japan has made some concessions concerning the questions relating to the river Amur, but is insisting on her fishery claims.

Yokohama, Dec. 19.  
Messages from St. Petersburg report that the "Novaya Zemlya" is arguing the question of submission. It argues that if Japan should refuse to agree to this course she would place herself in a disadvantageous position.

JAPAN AND AMERICA.

WASHINGTON, Dec. 18.  
Today (Dec. 18) President Roosevelt submitted to Congress the report made by Mr. Metcalf, Secretary of Commerce and Labor, concerning the anti-Japanese movement at San Francisco.

San Francisco, Dec. 18.  
The Japanese school children are being treated with all the consideration and respect that the public schools can give. The Japanese school children are being treated with all the consideration and respect that the public schools can give.

KWANGSI NOTES.

(From Our Correspondent.)

NANKING, December 21.  
The weather during the latter part of December has been quite warm.

Following up the memorial of the late Viceroy Shun Kwangsi students in Japan have sent a petition to Peking urging the expediency of transferring the Provincial capital from Kueilin to Nanking.

NOTES FROM CANTON.

(From Our Correspondent.)

CHRISTMAS AND NEW YEAR FESTIVITIES.  
WEDNESDAY, JANUARY 2.  
In spite of the somewhat inclement and incipient weather experienced at Yuletide, Christmas Day, the day of days for Britons at home and abroad, passed off with its accustomed joviality and good fellowship.

AMATEUR CABINET MAKING.

LONDON, December 24.  
The customary lack of interesting news at Christmas time has stimulated London journalists to indulge in Cabinet-making.

VIOLATOR'S OUP.

CAIRO, December 26.  
The following is the result of the Viceroy's Cup run to-day:

Victory Mallard 1  
Master 2  
Betting: 3 to 1 against Victory Mallard, 4 to 1 against Master, 15 to 1 against Victory Mallard.

A FOLLOWER OF INFLUENZA.

MANY persons find themselves affected with influenza, particularly after an attack of influenza.

TWO NEW RIVER STEAMERS.  
To Run to Macao.

As announced by our Shanghai Correspondent some weeks ago the Hongkong, Canton and Macao Steamship Company has obtained two new steamers which are to be placed on the Macao run.

THE "SALINA" PIRACY.

The following letter, in which are embodied the views of the Committee of the China Association on the subject of the "Salina" piracy, is published in the report of the local branch of the Association.

To Mr. Joseph Walsh, Esq., Secretary, China Association, 159, Cannon Street, London, E.C.

Dear Sir, The following telegraphic message was despatched to you on the 16th instant:

"With reference to British Government's refusal to support claim for consequential losses 'Salina' piracy, Foreign Office not to commit themselves to this attitude with the Chinese Government pending further representations from here by mail."

The decision of His Majesty's Government not to recognize the claim in question was conveyed to the owners of the "Salina" through H.B.M. Consul-General at Canton in a letter from him dated November 6th.

There was no hint that exception had been taken to the amount of the claim, no suggestion to indicate that a smaller one would have received greater consideration.

The letter contained merely a brief intimation that the claim could not be supported. But from a rider stating that for any out-of-pocket expenses actually incurred a claim would be considered reasonable the inference may be drawn that any other kind of claim is regarded as unreasonable.

The owners have appealed to us for assistance in rebutting this new view of an old problem. If it is about to be adopted by His Majesty's Government there will be very general rejoicing among the rulers of all semi-civilized and turbulent peoples and very serious doubts entertained as to the wisdom of it among those who have interests at stake among them.

Hitherto the infliction of fines and penalties upon delinquent rulers of such peoples, as consequential damages done by disorders in which the subjects of civilized nations have suffered, has been regarded as a legitimate weapon to use in the fight for the establishment of law and order in the world—the fight between civilization and barbarism—the fight in which England is supposed to be taking a leading part.

If there are to be no more indemnities there will be many more disorders and especially will this be the result in South China. In this opinion the members of our Committee are unanimous and at a meeting held to discuss the matter it was decided to represent the case to you again.

In the original instance your support was invited because it appeared to be a matter of importance that the Provincial Officials, who we presumed, would in the last resort be called upon to meet the claim, might thus be made to realize an inconvenient to themselves in tolerating a continuance of the existing state of lawlessness under which outrages similar to that perpetrated upon the "Salina" are liable to occur.

Our opinion was and is that only through the agency of pecuniary punishment can they be made to feel any unpleasant consequences of that pernicious policy which is at the root of the evil. They will employ the useful men and provide the necessary funds only when the conviction has been brought home to them that, in the long run, this is a more economical system of dealing with piracy than the present mere immediately lucrative method of pocketing the money required to put it down.

This view of the matter, as was said, mainly influenced us at first in taking up the owners' case and chiefly inspired us now to pursue it. Here we must protest ourselves against being misunderstood to mean that we were indifferent to the nature and extent of the claim. We were not. We apprehended that it might seem to some excessive. We said so. But we pointed out the necessity of bearing in mind the fact that for the best part of ten years the steamship companies have been driven by the difficulties of the situation to carry on a losing fight for a footing in the slowly developing West River trade. The capital actually expended in pioneering this trade amounts to a million dollars or more. No return upon this sum has been received during the pioneering period but the prospects were gradually improving; people were beginning to appreciate the advantages offered by the service, and profits were well within sight when the enterprise was suddenly blasted by this curse of unrestrained piracy, or highway robbery, or whatever the Consul duly elects to call it. In so far as there was any belief in the efficacy of the protection afforded by the British flag the British companies are now worse off than they were their chief advantage over native competitors having been largely swept away.

The theory of the claim is that prospects anterior to the "Salina" outrage have been thrown back so badly that it will take three years to replace the loss and the amount of the latter was estimated by taking the total capital sunk and working out the interest at 8 per cent. for the first year, 6 per cent. for the second, and 3 per cent. for the third. These rates of interest may have seemed rather high to minds accustomed to the lower ones ruling in Europe but it should be pointed out that 8 per cent. is the rate ruling in this Colony, as evidenced by the fact that judgment debts carry it.

In our view the amount of actual out-of-pocket expenses is no measure of the harm done to the owners and we submit that the only basis for their claim is as such a proper subject of compensation involving expenditure in repairing material damages. On the whole therefore we incline to the opinion that, admitting the plea of consequential losses, a fairly good case could be made out for the amount of the claim put forward.

At the same time we are prepared to admit that a contention in favour of its reduction might reasonably be set up.

Our main concern however is not with the amount of the claim but with the decision of the claim, nor with the disposal of the claim. Our main concern is to urge upon you the desirability of persuading the Foreign Office that a claim of some sort, even above the amount which they have so far admitted as reasonable, is both reasonable and necessary. Let the amount be as small as they please; let it be described either as consequential or as exemplary damages, or simply as an indemnity; and let the Foreign Office do with it as they will in accordance with the suggestion now made by the owners, in the letter enclosed. These are more details. Our sole aim is to vindicate the principle of exacting exemplary damages for the nonfulfilment of treaty obligations. By refusing to support such a claim in the present instance the Foreign Office would provide the Chinese with a precedent dangerous in the extreme because so simply based upon the assumption that the flag can be greatly violated without any loss to the Government directly responsible other than that entailed by being called upon to pay a paltry bill of reparation and some small compensation for lives lost or ruined. The precedent would operate seriously to the detriment of the principle of British trade in West River waters and would no doubt be held by the Chinese as a victory over the British flag.

As has already been pointed out the theoretical difficulty of the flag is the principal advantage which has hitherto enabled British ships to compete for a share in that trade. Unless the damaged theory can be rehabilitated; unless the protective power of the symbol of British protection and power is vindicated, the question will shortly arise as to whether the British powers will not be forced either to withdraw from the contest altogether, or to see the protection of some other foreign flag.

The well-known unwillingness on the part of the Foreign Office to support claims of a pecuniary nature in China originates no doubt in a high-minded view of the duties of a Great Power towards a relatively weaker state and in so far as it derives from this motive no right-thinking person would wish it to change. Partly however it may be interpreted as a concession to the popular but frequently mistaken emotion of benevolence, which is apt to side with weakness irrespective of justice and which is ever ready to prompt concession of the Governments of other Great Powers for enforcing such claims when prepared by their subjects. It is unfortunately the case that there have been many instances during the last few years in which it would appear that extortion has been practised upon the Government of China but it does not seem right that a natural reaction in sentiment against these things should be directed towards denying a sympathetic consideration of the legitimate grievances of subjects of the one Power which has invariably retained from foreign influence. As retained from foreign influence, the mere vaguely emotional feeling which appears to dictate the line of policy against which we are protesting is only remains to be said that real practical benevolence does not consist in making it easy for weak or feeble states to evade their obligations but aims rather in keeping them up to the duties. Two feelings to China manifest itself not in condoning her failures but in enforcing her responsibilities.

In conclusion we venture to express the hope that this view of the matter will appear to you and that you may see your way to put it forward. Yours faithfully,

M. STEWART, Chairman.

Nov. 20, 1906.

NORTH RIVER HAPPENINGS.

(From Our Correspondent.)

YINGTAI, December 26.  
In the Wung-wan district, which joins the Ying-tai district on the south east, quite a riot is going on. Owing to the great scarcity of rice in the regions bordering the river a great demand is being made from the upper country for supplies, and the people, seeing that the withdrawal of large quantities of the grain will mean that their only means of subsistence will become dearer to them, have banded together to prohibit the sale of rice to outside districts. They have also prevailed upon the magistrate of the district to support them and have placed guards along the river to stop all the out-going rice boats. On December some rice boats attempted to run the blockade, but the guards were too wide awake for them and the result was the destruction of the boats and their cargoes.

In the Lin Ping district there is a section of country around Pi Tzu which is infested with robbers and other Chinese bad characters. This place was given the people much trouble. In the early autumn the Government sent up a young military officer from Shun-hing with power to settle the country, using any methods he thought best. Quietness already commenced to prevail in the mountain passes and the officer told the writer, as he passed through the district the other day, that he had already beheaded thirty people.

The Basel Mission has just bought some property in Lin Ping City where they expect to station several foreigners shortly. This is a large city and a long way from the open ports.

The Rev. Mr. Robinson and Rev. Mr. Hutchinson, of Shui Kwan, and Rev. Mr. M. L. Brown, of the Chinese Baptist Publication Society, Canton, with the American Vice-Consul General of the same place, are spending their holidays here with Dr. and Mrs. Hayes.

NO OPIUM IN CHAMBERLAIN'S COUGH REMEDY.

THERE is not the least danger in giving Chamberlain's Cough Remedy to small children as it contains no opium or other harmful drug. It has an established reputation of more than thirty years as the most successful medicine in use for colds, croup and whooping cough. It is always pure and pleasant to take. Children like it. Sold by all chemists and storekeepers.

THE CHINA ASSOCIATION.  
Annual Report of Hongkong Branch.

The following is the report of the Hongkong Branch of the China Association. The annual meeting is to be held on January 5. In presenting to members the Annual Report of the Hongkong Branch of the China Association it has hitherto been the custom to publish in the form of an Appendix the correspondence upon which it is based. The necessity for this in the present instance has been obviated by the London Branch issuing an Interim Report containing the principal letters despatched from here during 1906. The local Committee has therefore decided to base this year's report upon that communication and a copy is now being forwarded to each member.

Our work as displayed in the contents will be seen to divide itself into four distinct series of letters and telegrams dealing with as many separate questions. These communications have been arranged in groups under the particular heading to which they refer and in chronological order within each group.

The first group comprises correspondence relating to the incident of the forcible seizure by the Viceroy of Canton of a quantity of coal in effective possession of a British Bank. Representations of the illegality of this proceeding, simultaneously made from several quarters, soon brought sufficient pressure to bear upon the Viceroy to persuade him of the inadvisability of persevering in an unwarrantable action and the matter was eventually settled to the satisfaction of the complainants. It is anticipated that the representations made from here on this subject will meet with the approval of members.

Similarly it is anticipated that the more voluminous correspondence relating to the Kowloon-Canton Railway will not be disapproved of. There has been but one opinion in the Association these many years as to the importance of pushing on with that enterprise. The thanks of the Committee are due and are hereby gratefully rendered to H. E. the Governor for placing at the disposal of the Association the full and complete information from articles appearing in the Chinese newspapers on the subject of the scheme to build an opposition line from Canton to Whampoa. Sir Matthew Nathan has kept a close watch upon the development of this idea and his helpful co-operation enabled us to secure the removal of the correspondence, to supply the London Branch with evidence supplementary to other sources showing the drift of native opinion and displaying the attitude of the Provincial Authorities towards the scheme. Its danger to the future prosperity of Hongkong is so obvious that it is hardly necessary to question records the Colony's satisfaction in respect of the signing of the final Agreement for the loan required to build the Chinese section of the line and expresses the hope that the supplementary agreement, necessary to ensure harmonious working between the Imperial Government and the Provincial Officials in the working of the line as a whole, will soon follow.

As regards the Association's activities in directing attention to piracy on the West River the aim of agitation has been to involve the aid of diplomacy in an endeavour to impress upon the mind of the Provincial Authorities the idea that in the long run it is less inconvenient and more economical to provide funds requisite for the repression of the evil than to misappropriate those and chance the consequences. In some degree this object would have been attained, every effort being made to bring the matter to the notice of the authorities at the moment when the Imperial Government was endeavouring to suppress piracy from the colony into the river.

The same reflection occurs with regard to the agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.

The agitation against the Chinese Imperial Customs by the Editor of the 8th May. But as the position is, there can hardly be any doubt that it would have been far worse but for the vigour of the representations made in the English Press, especially in *The Times*, and by the London Branch of the Association. It is merely a question of men and money. Not inconceivably the new zeal displayed in this matter may have derived some impetus from the outcry made here.</

## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY

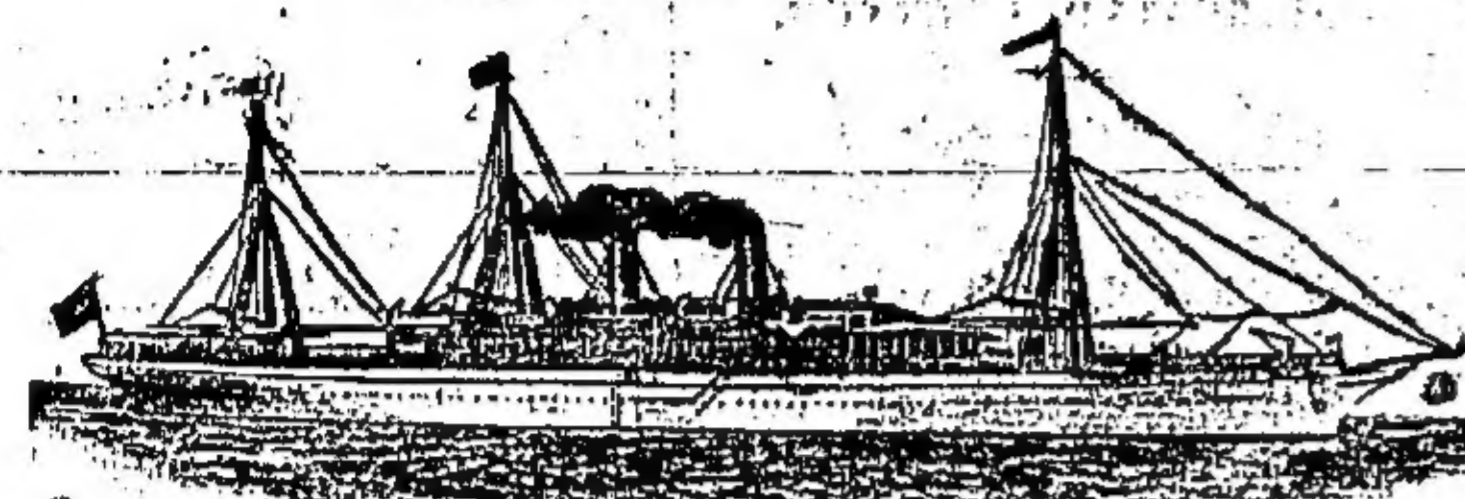
WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

PORTS	VESSELS	TO SAIL ON	REMARKS
LONDON AND ANTWERP	(NUBIA) About 16th	Freight and Passage.	
VIA MARSEILLES	Capt. F. J. Fox	January	
SHANGHAI AND JAPAN	(JAVAN) About 6th	Freight and Passage.	
SHANGHAI	Capt. S. Hargrave	January	
SHANGHAI	(ARCADIA) About 11th	Freight and Passage.	
SHANGHAI	Capt. A. L. Valentin	January	
LONDON, VIA USUAL PORTS	(BIMBA) Dec. 12th	See Special	
	Capt. C. D. Goldsmith	January	Advertisements

P. &amp; O. S. N. Co.'s Office.

E. A. HEWITT, Superintendent

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



## LUXURY—SPEED—PUNCTUALITY.

The only line that MAINTAINS a Regular Schedule of 11 Days across the Pacific in the "EMPERESS LINE." Sailing 5 to 10 Days OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	LEAVE HONGKONG	ARRIVE VANCOUVER
TARTAR	4425 Tons	WEDNESDAY, Jan. 9, 1907
EMPERESS OF CHINA	6000 Tons	THURSDAY, Jan. 17, 1907
MONTAGUE	6163 Tons	WEDNESDAY, Jan. 23, 1907
EMPERESS OF INDIA	6000 Tons	THURSDAY, Feb. 14, 1907
ATHEMIA	3893 Tons	WEDNESDAY, Feb. 20, 1907
EMPERESS OF JAPAN	6000 Tons	THURSDAY, Mar. 14, 1907

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Steamer and the Company's new palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

U.S. MONTAGUE, TARTAR and ATHEMIA Carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

CORNER PRINCE STREET and PRINCE, Opposite Bank of China.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	VESSELS	SAILING DATES
MARSHALLS, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	HITACHI MARU, Capt. W. Townsend, Tons 7000	WEDNESDAY, 9th Jan., 1907
VICTORIA, B.C., and SEATTLE, WASH., VIA SHANGHAI, MOI, KOBE & YOKOHAMA	KANAGAWA MARU, Capt. M. J. Curran, Tons 6000	WEDNESDAY, 23rd Jan., at Daylight
SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	AKI MARU, Capt. M. Tani, Tons 6000	TUESDAY, 8th Jan., at 4 p.m.
	IYO MARU, Capt. W. Thompson, Tons 6200	TUESDAY, 22nd Jan., at 4 p.m.
BOMBAY, VIA SINGAPORE, PENANG, MADRAS AND COLOMBO	YAWATA MARU, Capt. H. Harrison, Tons 4500	FRIDAY, Jan. 25, at Noon
	OEYUNO MARU, Capt. Fyoo, Tons 5000	WEDNESDAY, 16th January

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers, Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

A. S. MIHARA, Manager.

## GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships

## MINNESOTA - DAKOTA

25,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

## Sailing Dates Subject to Change.

'DAKOTA', Captain E. FRANCIS	On MONDAY, 7th JANUARY, 1907.
'MINNESOTA', Captain C. F. AUGER	On TUESDAY, 15th FEBRUARY, 1907.

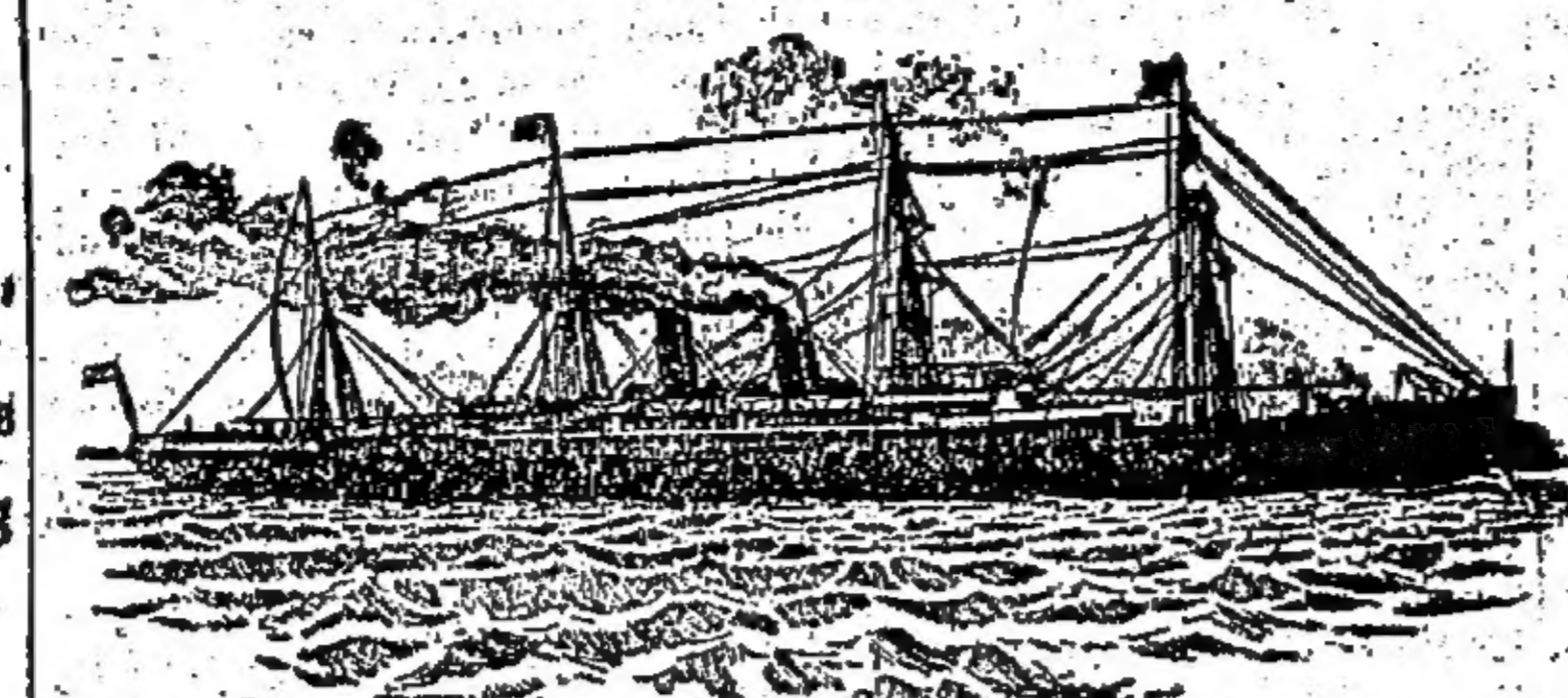
- Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada, also with Alaskan Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.
- LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.
- Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.
- For convenience of consignees cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.
- For full information regarding freight and passage apply to

NIPPON YUSEN KAISHA, Agents.

## Shipping.

## PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA. U.S. MAIL LINES.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



## SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the Pacific, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG		(SUBJECT TO ALTERATION)	
* AMERICA MARU.....11,000 Gross Tons	TUESDAY,	8th Jan.,	at Noon, 1907
* SIBERIA.....18,000	TUESDAY,	15th Jan.,	at Noon.
* CHINA.....10,200	TUESDAY,	22nd Jan.,	at Noon.
* MONGOLIA.....27,000	TUESDAY,	29th Jan.,	at Noon.
* NIPPON MARU.....11,000	TUESDAY,	5th Feb.,	at Noon.
* DORIO.....9,500	FRIDAY,	12th Feb.,	at Noon.
* COPTIC.....9,000	FRIDAY,	19th Feb.,	at Noon.
* HONGKONG MARU.....11,000	TUESDAY,	26th Feb.,	at Noon.
* KOREA.....18,000	FRIDAY,	2nd Mar.,	at Noon.

Twin Screw.

RECORD FAST TRIPS.  
Yokohama to San Francisco, via S. S. SIBERIA, 18,000 tons, September 18-27th 1905; 10 days, 11 hours and 5 minutes.  
San Francisco to Honolulu, via S. S. SIBERIA, 18,000 tons, August 16th-20th, 1905; 4 days, 19 hours.  
San Francisco to Yokohama, via S. S. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours.  
Yokohama to San Francisco, via S. S. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 29 minutes.

THE T. K. K. Steamship AMERICA MARU will be dispatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 8th January, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

## PORTLAND &amp; ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, via Mori, Kobe &amp; Yokohama, For

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

STEAMSHIP, TONS, CAPTAIN, TO SAIL ON.

NUMANTIA	4370	FELDMANN	January 8.
----------	------	----------	------------

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

## CHINA NAVIGATION CO., LD.

FOR

TAKOW, VIA ANPING &amp; SHANGHAI, NANCHANG

SHANGHAI, YOCOW

SHANGHAI &amp; CHINKIANG

MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWNS, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY &amp; MELBOURNE

CHANGSHA

OERU &amp; HIOLO

YOKOHAMA AND KOBE

TATYUAN

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unvalued Table. A duly qualified Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze &amp; Northern China Ports.

\* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED JALON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Outlets—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship, Tons, Captain, For, Sailing Date.

ZAFIRO	2540	R. Rodger	Manila	Saturday, Jan. 5, at Noon
RUBI	2540	R. Almond	Manila	Saturday, Jan. 12, at Noon

For Freight or Passage, apply to

Shewan, Tomes &amp; Co., General Managers.

## HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

TO SAIL

For Freight and further information, apply to

SHEWAN TOMES &amp; CO., General Agents.

A Record of the Founding and Development of the Hongkong and Shanghai Dock Co., Limited.

Reprinted from the "China Mail."

Price Fifty Cents.

To be had at the "China Mail" Office, 5 Wylliam Street.

## Shipping.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

VESSELS

SAILING DATES, 1907.

SEYDLITZ

PRINZ HEINRICH

ONEISENAU

PREUSSEN

PRINZESS ALICE

PRINZ LUDWIG

ZIEFFEN

PRINZ REGENT LUITPOLD

PRINZ ETEL FRIEDRICH

ON WEDNESDAY, the 16th day of January, 1907, at Noon, the Steamship SEYDLITZ, Captain \_\_\_\_\_, with MAILED PASSENGERS, SPOKE and CARGO, will leave this Port as above, calling at Naples and Genoa.

Shipping Orders will be received till Noon, on Monday, the 14th January, Cargo and Special will be received on Board until 5 p.m. on Tuesday, the 15th January, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 15th January.

Consents of Passengers are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linn can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG.

HONGKONG

To Naples, Genoa and Gibraltar

To Southampton, London, Bremen and Hamburg

To New York, via Suez, via Naples, Genoa or Gibraltar

Via Bremen or Southampton

\* In the event of the passenger leaving the Mail Steamer from Singapore to Colombo, the cost of the journey from Colombo to Calcutta by rail or steamer is lower not included.

TOUR, VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta, instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is lower not included.

INTERRUPTION OF THE VOYAGE IN EGYPT.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOF, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

VESSELS

SAILING DATES.

SANDAKAN

MANILA

PRINZ WALDEMAR

ON FRIDAY, the 4th day of January, at Noon, the Steamship SANDAKAN, Captain WERNER, with Mails, Passengers, and Cargo, will leave this port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linn can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG.

HONGKONG

To Manila

To New Guinea

To Brisbane

To Sydney

To Melbourne

To Yokohama

To Kobe

To Yokohama &amp; back from

To Europe via Australia and Colombo by Imperial

To Europe via Australia and America

(from Australia to New York via Vancouver by the C. P. R. Co.'s steamer and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

## SAILINGS OUTWARDS.

EUROPEAN &amp; AUSTRALIAN SERVICE.

For

SHANGHAI, NAGASAKI, KOBE &amp; YOKOHAMA, PRINZ HEINRICH

Do

ONEISENAU

WEDNESDAY, Jan. 2.

WEDNESDAY, Jan. 16.

## TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

via Vancouver or San Francisco to NEW YORK by the C. P. R. Co.'s steamer, P. M. S. S. Co., O. &amp; O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:—

1st Class

to London via Plymouth or Southampton

to Bremen

to Paris via Cherbourg

to Naples, Genoa, via Gibraltar

Passage money payable in local currency at current sight Bank Rate of Exchange on the day of payment.

For further Particulars, apply to

Norddeutscher Lloyd.

MELOHERS &amp; CO., Agents.

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Shanghai Dock Co., Limited.

Reprinted from the "China Mail."

Price Fifty Cents.

To be had at the "China Mail" Office, 5 Wylliam Street.

## Shipping.

## COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship OCEANIC, Captain MAQUET, will be dispatched for the above ports on or about MONDAY, the 7th January, 1907.

G. DE CHAMPEAUX, Agent.

Hongkong, January 2, 1907.

## MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

VESSELS

SAILING DATES, 1907.

SEYDLITZ

PRINZ HEINRICH

ONEISENAU

PREUSSEN

PRINZESS ALICE

PRINZ LUDWIG

ZIEFFEN

PRINZ REGENT LUITPOLD

PRINZ ETEL FRIEDRICH

ON WEDNESDAY, the 16th day of January, 1907, at Noon, the Steamship SEYDLITZ, Captain \_\_\_\_\_, with MAILED PASSENGERS, SPOKE and CARGO, will leave this Port as above, calling at Naples and Genoa.

Shipping Orders will be received till Noon, on Monday, the 14th January, Cargo and Special will be received on Board until 5 p.m. on Tuesday, the 15th January, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 15th January.

Consents of Passengers are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses. Linn can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG.

HONGKONG

To Naples, Genoa and Gibraltar

To Southampton, London, Bremen and Hamburg

To New York, via Suez, via Naples, Genoa or Gibraltar

Via Bremen or Southampton

\* In the event of the passenger leaving the Mail Steamer from Singapore to Colombo, the cost of the journey from Colombo to Calcutta by rail or steamer is lower not included.

TOUR, VIA INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta, instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is lower not included.

INTERRUPTION OF THE VOYAGE IN EGYPT.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOF, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

VESSELS

SAILING DATES.

SANDAKAN



## SPORTING.

## Hockey.

CLUB S. H. M. K. M. The following will represent the Club, playing in Oporto, tomorrow afternoon on the Club round at 4.45 p.m.—Goal, Lt. Florde, R. V., Backs, L. Murphy (Capt.) and J. P. McGillicuddy; Halves, T. O. Gray, A. B. Ogle R. E. and O. P. O'Har; Forwards, P. P. J. Wodhouse, H. G. O. Bally, R. F. C. Master, L. G. Bird and J. Satterthwaite, R. E.

The Hockey-playing portion of the Shamrock Sports Club are straining every nerve to make themselves as fit as possible for the great hockey match of the season against Hongkong which takes place in Hongkong on Saturday the 12th instant. This match has always been the event of the hockey season, and much keen, though friendly, rivalry always exists between the two teams. We in Shamrock (says our Canton Correspondent) are looking forward to the match and hope most ardently that we may prove the victors, "a fair field and no favour" we say "and may the best team win."

## Motor Boat Racing.

The first Club race for motor boats registered at the Corinthian Yacht Club will take place on January 6 at 3 p.m. The course is from the Club House to Lyceum Beach (starboard) and back.

## ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—  
Tas Shop's Fund (already Ed. 48.50)  
Total \$51.50  
Fresh Fish Guild, 30  
Tobacco Dealers Guild, 30  
Fairall and Co., 25  
Robinson Piano Co., 10  
Mottish and Co., 10  
H. T. Richardson, 5  
W. Barker, 5

## CHURCH TREASURE.

According to the Manila Cathedral Rev. Father Miguel Ruben of the Agustin Convent arrived in Manila on December 24 by the "Zafra" bringing in his custody church jewels to the value of P81,000 which were secretly shipped out of the islands in 1897 when the long simmering insurrection of the Filipinos against Spanish domination, bubbled over and threatened to foundle church and state. The jewels were conveyed without molestation by the insurgents to Hongkong and were kept here in secret vaults.

## WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—  
On the 3rd 11.55 a.m.—The barometer has fallen over N.E. Japan and the E. Coast of China and risen over S. Japan and the Loochoos.  
An area of low pressure lies over N.E. Japan, and pressure continues low over Manchuria. The anticyclonic area remains over Central China, with relatively low pressure over the S. part of the China Sea. The monsoon will moderate in the Formosa Channel, and continue to blow strongly over the China Sea.  
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.  
Forecast for the 24 hours ending at noon to-morrow.  
FORECAST DISTRICT.  
1.—Hongkong and Neighbourhood: S. winds moderate; fine.  
2.—Formosa Channel: N.E. winds, fresh.  
3.—South coast of China between Hongkong and Lamook: Same as No. 1.  
4.—South coast of China between Hongkong and Hainan: N. winds, fresh.

## AN ATTACK OF CROUP WARDED OFF.

OUR little girl, two and one-half years old, woke up coughing with the croup one evening recently. We happened to have some of Chamberlain's Cough Remedy on hand and gave her two doses of it. She went back to sleep and woke up next morning without a trace of cold. It is certainly a great medicine, says J. J. Lagibault, editor of "Vila Rica," Georgia, U.S.A.—"An attack of croup can always be warded off by giving this remedy as soon as the croupy cough appears. It has been in use for many years and has never been known to fail. It contains no harmful drug and may be given to the smallest child with perfect confidence. For sale by all chemists and storekeepers."

## EXCHANGE.

HONGKONG, January 3, 1907.

On London...	2/3
On demand...	2/3
On 30 days sight...	2/3
On 60 days sight...	2/3
On 90 days sight...	2/3
On 120 days sight...	2/3
On 150 days sight...	2/3
On 180 days sight...	2/3
On 210 days sight...	2/3
On 240 days sight...	2/3
On 270 days sight...	2/3
On 300 days sight...	2/3
On 330 days sight...	2/3
On 360 days sight...	2/3
On 390 days sight...	2/3
On 420 days sight...	2/3
On 450 days sight...	2/3
On 480 days sight...	2/3
On 510 days sight...	2/3
On 540 days sight...	2/3
On 570 days sight...	2/3
On 600 days sight...	2/3
On 630 days sight...	2/3
On 660 days sight...	2/3
On 690 days sight...	2/3
On 720 days sight...	2/3
On 750 days sight...	2/3
On 780 days sight...	2/3
On 810 days sight...	2/3
On 840 days sight...	2/3
On 870 days sight...	2/3
On 900 days sight...	2/3
On 930 days sight...	2/3
On 960 days sight...	2/3
On 990 days sight...	2/3
On 1020 days sight...	2/3
On 1050 days sight...	2/3
On 1080 days sight...	2/3
On 1110 days sight...	2/3
On 1140 days sight...	2/3
On 1170 days sight...	2/3
On 1200 days sight...	2/3

## To-day's Advertisements.

## INTERNATIONAL BANKING CORPORATION.

## NOTICE.

HEREBY GIVE NOTICE that I have this day RESUMED CHARGE of the HONGKONG BRANCH of this Corporation.

CHAS. R. SCOTT.  
Hongkong, January 3, 1907. 31

## WANTED TO BUY.

COPIES of No. 8 of the NEW WEEKLY; covers not necessary; copies must be clean. 40 cents will be paid for acceptable copies.  
Send to "CHINA MAIL" Office, Hongkong, November 29, 1906.

## TO LET.

TWO FOUR-ROOMED HOUSES, at PRATA EAST, near East Point.  
Apply to JARDINE, MATHESON & CO., Hongkong, January 3, 1907. 18

## TO LET.

FULLY FURNISHED—FROM APRIL 1907.  
ALFRED A. BARKER, Road, the Park, Seven Rooms, with ample Bath and Dry Rooms.  
Apply to J. S. VAN BUREN, c/o Nippon Yusen Kaisha, Hongkong, January 3, 1907. 30

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on

## SATURDAY,

the 5th January, 1907, at 2.30 P.M., at their SALES ROOMS, No. 8, DES VERTS ROAD, CHINA HOUSE STREET.—  
SUNDRY VALUABLE HOUSEHOLD FURNITURE,  
Comprising:—  
DOUBLE and SINGLE IRON BEDSTEPS with WIRE and HAIR MATTRESSES, TEAK WOOD WARDROBES with BEVELLED GLASS, WRITING TABLES, TEAKWOOD STAIRCASES and DOORS, WARDROBES with GLASS, MARBLE TOP WARDROBES, GLASS and CHINAWARE, PICTURES, etc., etc., etc.  
A Quantity of CANTON CARVED BLACK WOOD WARE;  
And  
One Gent's BICYCLE, English-made (almost new).  
Catalogues will be issued.  
TERMS:—As usual.  
HUGHES & HOUGH, Auctioneers.  
Hongkong, January 3, 1907. 34

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, on

## WEDNESDAY,

the 9th January, 1907, at 2 P.M., at No. 4, QUEEN'S ROAD CENTRAL.—  
A LARGE ASSORTMENT OF SILVER AND IVORY WARE,  
Comprising:—  
SILVER BOWLS, COFFERS, POWDER BOXES, CARD CASES, VASES, SALT CELLARS, SUGAR BARS, ETC., ETC., ETC.;  
A Quantity of CARVED IVORY FIGURES, PHOTOFRAMES, ETC., ETC.;  
A Number of SILVER-EMBROIDERED BED, PILLOW, TABLE and CURTAIN COVERS.  
Catalogues will be issued.  
TERMS:—As usual.  
HUGHES & HOUGH, Auctioneers.  
Hongkong, January 3, 1907. 35

## NORDEUTSCHER LLOYD, BREMEN.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.  
THE Imperial German Mail Steamship PRINZ HEINRICH, Captain GUSTAV, will leave for the above places on MONDAY (FRIDAY), the 4th inst., at 7 a.m.  
For further particulars, apply to NORDEUTSCHER LLOYD, MESSERS & CO., Agents.  
Hongkong, January 3, 1907. 33

## IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.  
THE Imperial German Mail Steamship PRINZ HEINRICH, Captain GUSTAV, will leave for the above places on MONDAY (FRIDAY), the 4th inst., at 7 a.m.  
For further particulars, apply to NORDEUTSCHER LLOYD, MESSERS & CO., Agents.  
Hongkong, January 3, 1907. 33

## POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY & FOCHOW.  
THE Company's Steamship HAINAN, Captain A. J. Roper, will be despatched for the above ports on SUNDAY (FRIDAY), the 4th inst., at 10 a.m.  
For Freight or Passage, apply to DOUGLAS, LAPEL & CO., General Managers.  
Hongkong, January 3, 1907. 29

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.  
THE Company's Steamship HAINAN, Captain A. J. Roper, will be despatched for the above ports on SUNDAY (FRIDAY), the 4th inst., at 10 a.m.  
For Freight or Passage, apply to DOUGLAS, LAPEL & CO., General Managers.  
Hongkong, January 3, 1907. 29

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.  
THE Company's Steamship HAINAN, Captain A. J. Roper, will be despatched for the above ports on SUNDAY (FRIDAY), the 4th inst., at 10 a.m.  
For Freight or Passage, apply to DOUGLAS, LAPEL & CO., General Managers.  
Hongkong, January 3, 1907. 29

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.  
THE Company's Steamship HAINAN, Captain A. J. Roper, will be despatched for the above ports on SUNDAY (FRIDAY), the 4th inst., at 10 a.m.  
For Freight or Passage, apply to DOUGLAS, LAPEL & CO., General Managers.  
Hongkong, January 3, 1907. 29

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.  
THE Company's Steamship HAINAN, Captain A. J. Roper, will be despatched for the above ports on SUNDAY (FRIDAY), the 4th inst., at 10 a.m.  
For Freight or Passage, apply to DOUGLAS, LAPEL & CO., General Managers.  
Hongkong, January 3, 1907. 29

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.  
THE Company's Steamship HAINAN, Captain A. J. Roper, will be despatched for the above ports on SUNDAY (FRIDAY), the 4th inst., at 10 a.m.  
For Freight or Passage, apply to DOUGLAS, LAPEL & CO., General Managers.  
Hongkong, January 3, 1907. 29

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.  
THE Company's Steamship HAINAN, Captain A. J. Roper, will be despatched for the above ports on SUNDAY (FRIDAY), the 4th inst., at 10 a.m.  
For Freight or Passage, apply to DOUGLAS, LAPEL & CO., General Managers.  
Hongkong, January 3, 1907. 29

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.  
THE Company's Steamship HAINAN, Captain A. J. Roper, will be despatched for the above ports on SUNDAY (FRIDAY), the 4th inst., at 10 a.m.  
For Freight or Passage, apply to DOUGLAS, LAPEL & CO., General Managers.  
Hongkong, January 3, 1907. 29

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.  
THE Company's Steamship HAINAN, Captain A. J. Roper, will be despatched for the above ports on SUNDAY (FRIDAY), the 4th inst., at 10 a.m.  
For Freight or Passage, apply to DOUGLAS, LAPEL & CO., General Managers.  
Hongkong, January 3, 1907. 29

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.  
THE Company's Steamship HAINAN, Captain A. J. Roper, will be despatched for the above ports on SUNDAY (FRIDAY), the 4th inst., at 10 a.m.  
For Freight or Passage, apply to DOUGLAS, LAPEL & CO., General Managers.  
Hongkong, January 3, 1907. 29

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.  
THE Company's Steamship HAINAN, Captain A. J. Roper, will be despatched for the above ports on SUNDAY (FRIDAY), the 4th inst., at 10 a.m.  
For Freight or Passage, apply to DOUGLAS, LAPEL & CO., General Managers.  
Hongkong, January 3, 1907. 29

## SHIPPING.

## ARRIVALS.

January 3.  
Larley, British steamer, 1,340, J. B. Jackson, Saigon Dec. 27, also and General Overseas.  
Machen, German steamer, 285, K. Follner, Bangkok December 24, also and Wood-Bottoms and Swire.  
January 3.  
Tartar, British steamer, 2,768, W. Davison, Vancouver, R.O. Dec. 7, and Shanghai 31, General.—O. P. R. Co.  
Hollon, British steamer, 1,183, J. S. Beach, Fochow, via Amoy and Swatow January 2, General.—DOUGLAS STEAMSHIP CO.  
Hollon, French steamer, 377, L. Anderson, Peking and Hainan Jan. 1, General and Pika.—A. R. MANTY.  
Helena, German steamer, 771, J. Jensen, Hainan Jan. 1, also and General.—JENSEN & CO.  
Musan Maru, Japanese steamer, 702, J. Sakurai, Tamsui Dec. 30, General.—O. S. K.  
Kutang, British steamer, 3,118, R. G. D. Bradley, Calcutta and Singapore Dec. 24, General.—JARDINE, MATHESON & CO.  
Print Hatched, German steamer, 6263, P. G. Oesch, Hainan Jan. 1, and Singapore Dec. 20, Mail and General.—MELCHERS & CO.  
Prona, Norwegian steamer, 833, T. Seeborg, Hainan Jan. 2, and Hainan Jan. 2, Rice and Pika.—AAGAARD, THORSEN & CO.  
Hainan, Norwegian steamer, 1,068, O. Anderson, Hainan Dec. 20, General.—AAGAARD, THORSEN & CO.  
Drafer, Norwegian steamer, 1,102, J. Bing, Bangkok via Swatow January 2, Hainan and Tamsui.—NIPPON YUSEN KAISHA.  
Tilgaj, Dutch steamer, 2,476, P. J. von Fennier, Java December 26, General.—JAYA-CHINA JAPANESE LINES.  
Yochio, British steamer, from Canton.

## DEPARTURES.

January 3.  
Bombay Yacht, 1,100, P. G. Oesch, Hainan Jan. 1, and Singapore Dec. 20, Mail and General.—MELCHERS & CO.  
Tartar, British steamer, 2,768, W. Davison, Vancouver, R.O. Dec. 7, and Shanghai 31, General.—O. P. R. Co.  
Hollon, British steamer, 1,183, J. S. Beach, Fochow, via Amoy and Swatow January 2, General.—DOUGLAS STEAMSHIP CO.  
Hollon, French steamer, 377, L. Anderson, Peking and Hainan Jan. 1, General and Pika.—A. R. MANTY.  
Helena, German steamer, 771, J. Jensen, Hainan Jan. 1, also and General.—JENSEN & CO.  
Musan Maru, Japanese steamer, 702, J. Sakurai, Tamsui Dec. 30, General.—O. S. K.  
Kutang, British steamer, 3,118, R. G. D. Bradley, Calcutta and Singapore Dec. 24, General.—JARDINE, MATHESON & CO.  
Print Hatched, German steamer, 6263, P. G. Oesch, Hainan Jan. 1, and Singapore Dec. 20, Mail and General.—MELCHERS & CO.  
Prona, Norwegian steamer, 833, T. Seeborg, Hainan Jan. 2, and Hainan Jan. 2, Rice and Pika.—AAGAARD, THORSEN & CO.  
Hainan, Norwegian steamer, 1,068, O. Anderson, Hainan Dec. 20, General.—AAGAARD, THORSEN & CO.  
Drafer, Norwegian steamer, 1,102, J. Bing, Bangkok via Swatow January 2, Hainan and Tamsui.—NIPPON YUSEN KAISHA.  
Tilgaj, Dutch steamer, 2,476, P. J. von Fennier, Java December 26, General.—JAYA-CHINA JAPANESE LINES.  
Yochio, British steamer, from Canton.

## DEPARTURES.

January 3.  
Bombay Yacht, 1,100, P. G. Oesch, Hainan Jan. 1, and Singapore Dec. 20, Mail and General.—MELCHERS & CO.  
Tartar, British steamer, 2,768, W. Davison, Vancouver, R.O. Dec. 7, and Shanghai 31, General.—O. P. R. Co.  
Hollon, British steamer, 1,183, J. S. Beach, Fochow, via Amoy and Swatow January 2, General.—DOUGLAS STEAMSHIP CO.  
Hollon, French steamer, 377, L. Anderson, Peking and Hainan Jan. 1, General and Pika.—A. R. MANTY.  
Helena, German steamer, 771, J. Jensen, Hainan Jan. 1, also and General.—JENSEN & CO.  
Musan Maru, Japanese steamer, 702, J. Sakurai, Tamsui Dec. 30, General.—O. S. K.  
Kutang, British steamer, 3,118, R. G. D. Bradley, Calcutta and Singapore Dec. 24, General.—JARDINE, MATHESON & CO.  
Print Hatched, German steamer, 6263, P. G. Oesch, Hainan Jan. 1, and Singapore Dec. 20, Mail and General.—MELCHERS & CO.  
Prona, Norwegian steamer, 833, T. Seeborg, Hainan Jan. 2, and Hainan Jan. 2, Rice and Pika.—AAGAARD, THORSEN & CO.  
Hainan, Norwegian steamer, 1,068, O. Anderson, Hainan Dec. 20, General.—AAGAARD, THORSEN & CO.  
Drafer, Norwegian steamer, 1,102, J. Bing, Bangkok via Swatow January 2, Hainan and Tamsui.—NIPPON YUSEN KAISHA.  
Tilgaj, Dutch steamer, 2,476, P. J. von Fennier, Java December 26, General.—JAYA-CHINA JAPANESE LINES.  
Yochio, British steamer, from Canton.

## DEPARTURES.

January 3.  
Bombay Yacht, 1,100, P. G. Oesch, Hainan Jan. 1, and Singapore Dec. 20, Mail and General.—MELCHERS & CO.  
Tartar, British steamer, 2,768, W. Davison, Vancouver, R.O. Dec. 7, and Shanghai 31, General.—O. P. R. Co.  
Hollon, British steamer, 1,183, J. S. Beach, Fochow, via Amoy and Swatow January 2, General.—DOUGLAS STEAMSHIP CO.  
Hollon, French steamer, 377, L. Anderson, Peking and Hainan Jan. 1, General and Pika.—A. R. MANTY.  
Helena, German steamer, 771, J. Jensen, Hainan Jan. 1, also and General.—JENSEN & CO.  
Musan Maru, Japanese steamer, 702, J. Sakurai, Tamsui Dec. 30, General.—O. S. K.  
Kutang, British steamer, 3,118, R. G. D. Bradley, Calcutta and Singapore Dec. 24, General.—JARDINE, MATHESON & CO.  
Print Hatched, German steamer, 6263, P. G. Oesch, Hainan Jan. 1, and Singapore Dec. 20, Mail and General.—MELCHERS & CO.  
Prona, Norwegian steamer, 833, T. Seeborg, Hainan Jan. 2, and Hainan Jan. 2, Rice and Pika.—AAGAARD, THORSEN & CO.  
Hainan, Norwegian steamer, 1,068, O. Anderson, Hainan Dec. 20, General.—AAGAARD, THORSEN & CO.  
Drafer, Norwegian steamer, 1,102, J. Bing, Bangkok via Swatow January 2, Hainan and Tamsui.—NIPPON YUSEN KAISHA.  
Tilgaj, Dutch steamer, 2,476, P. J. von Fennier, Java December 26, General.—JAYA-CHINA JAPANESE LINES.  
Yochio, British steamer, from Canton.

## DEPARTURES.

January 3.  
Bombay Yacht, 1,100, P. G. Oesch, Hainan Jan. 1, and Singapore Dec. 20, Mail and General.—MELCHERS & CO.  
Tartar, British steamer, 2,768, W. Davison, Vancouver, R.O. Dec. 7, and Shanghai 31, General.—O. P. R. Co.  
Hollon, British steamer, 1,183, J. S. Beach, Fochow, via Amoy and Swatow January 2, General.—DOUGLAS STEAMSHIP CO.  
Hollon, French steamer, 377, L. Anderson, Peking and Hainan Jan. 1, General and Pika.—A. R. MANTY.  
Helena, German steamer, 771, J. Jensen, Hainan Jan. 1, also and General.—JENSEN & CO.  
Musan Maru, Japanese steamer, 702, J. Sakurai, Tamsui Dec. 30, General.—O. S. K.  
Kutang, British steamer, 3,118, R. G. D. Bradley, Calcutta and Singapore Dec. 24, General.—JARDINE, MATHESON & CO.  
Print Hatched, German steamer, 6263, P. G. Oesch, Hainan Jan. 1, and Singapore Dec. 20, Mail and General.—MELCHERS & CO.  
Prona, Norwegian steamer, 833, T. Seeborg, Hainan Jan. 2, and Hainan Jan. 2, Rice and Pika.—AAGAARD, THORSEN & CO.  
Hainan, Norwegian steamer, 1,068, O. Anderson, Hainan Dec. 20, General.—AAGAARD, THORSEN & CO.  
Drafer, Norwegian steamer, 1,102, J. Bing, Bangkok via Swatow January 2, Hainan and Tamsui.—NIPPON YUSEN KAISHA.  
Tilgaj, Dutch steamer, 2,476, P. J. von Fennier, Java December 26, General.—JAYA-CHINA JAPANESE LINES.  
Yochio, British steamer, from Canton.

## DEPARTURES.

January 3.  
Bombay Yacht, 1,100, P. G. Oesch, Hainan Jan. 1, and Singapore Dec. 20, Mail and General.—MELCHERS & CO.  
Tartar, British steamer, 2,768, W. Davison, Vancouver, R.O. Dec. 7, and Shanghai 31, General.—O. P. R. Co.  
Hollon, British steamer, 1,183, J. S. Beach, Fochow, via Amoy and Swatow January 2, General.—DOUGLAS STEAMSHIP CO.  
Hollon, French steamer, 377, L. Anderson, Peking and Hainan Jan. 1, General and Pika.—A. R. MANTY.  
Helena, German steamer, 771, J. Jensen, Hainan Jan. 1, also and General.—JENSEN & CO.  
Musan Maru, Japanese steamer, 702, J. Sakurai, Tamsui Dec. 30, General.—O. S. K.  
Kutang, British steamer, 3,118, R. G. D. Bradley, Calcutta and Singapore Dec. 24, General.—JARDINE, MATHESON & CO.  
Print Hatched, German steamer, 6263, P. G. Oesch, Hainan Jan. 1, and Singapore Dec. 20, Mail and General.—MELCHERS & CO.  
Prona, Norwegian steamer, 833, T. Seeborg, Hainan Jan. 2, and Hainan Jan. 2, Rice and Pika.—AAGAARD, THORSEN & CO.  
Hainan, Norwegian steamer, 1,068, O. Anderson, Hainan Dec. 20, General.—AAGAARD, THORSEN & CO.  
Drafer, Norwegian steamer, 1,102, J. Bing, Bangkok via Swatow January 2, Hainan and Tamsui.—NIPPON YUSEN KAISHA.  
Tilgaj, Dutch steamer, 2,476, P. J. von Fennier, Java December 26, General.—JAYA-CHINA JAPANESE LINES.  
Yochio, British steamer, from Canton.

## DEPARTURES.

January 3.  
Bombay Yacht, 1,100, P. G. Oesch, Hainan Jan. 1, and Singapore Dec. 20, Mail and General.—MELCHERS & CO.  
Tartar, British steamer, 2,768, W. Davison, Vancouver, R.O. Dec. 7, and Shanghai 31, General.—O. P. R. Co.  
Hollon, British steamer, 1,183, J. S. Beach, Fochow, via Amoy and Swatow January 2, General.—DOUGLAS STEAMSHIP CO.  
Hollon, French steamer, 377, L. Anderson, Peking and Hainan Jan. 1, General and Pika.—A. R. MANTY.  
Helena, German steamer, 771, J. Jensen, Hainan Jan. 1, also and General.—JENSEN & CO.  
Musan Maru, Japanese steamer, 702, J. Sakurai, Tamsui Dec. 30, General.—O. S. K.  
Kutang, British steamer, 3,118, R. G. D. Bradley, Calcutta and Singapore Dec. 24, General.—JARDINE, MATHESON & CO.  
Print Hatched, German steamer, 6263, P. G. Oesch, Hainan Jan. 1, and Singapore Dec. 20, Mail and General.—MELCHERS & CO.  
Prona, Norwegian steamer, 833, T. Seeborg, Hainan Jan. 2, and Hainan Jan. 2, Rice and Pika.—AAGAARD, THORSEN & CO.  
Hainan, Norwegian steamer, 1,068, O. Anderson, Hainan Dec. 20, General.—AAGAARD, THORSEN & CO.  
Drafer, Norwegian steamer, 1,102, J. Bing, Bangkok via Swatow January 2, Hainan and Tamsui.—NIPPON YUSEN KAISHA.  
Tilgaj, Dutch steamer, 2,476, P. J. von Fennier, Java December 26, General.—JAYA-CHINA JAPANESE LINES.  
Yochio, British steamer, from Canton.

## DEPARTURES.

January 3.  
Bombay Yacht, 1,100, P. G. Oesch, Hainan Jan. 1, and Singapore Dec. 20, Mail and General.—MELCHERS & CO.  
Tartar, British steamer, 2,768, W. Davison, Vancouver, R.O. Dec. 7, and Shanghai 31, General.—O. P. R. Co.  
Hollon, British steamer, 1,183, J. S. Beach, Fochow, via Amoy and Swatow January 2, General.—DOUGLAS STEAMSHIP CO.  
Hollon, French steamer, 377, L. Anderson, Peking and Hainan Jan. 1, General and Pika.—A. R. MANTY.  
Helena, German steamer, 771, J. Jensen, Hainan Jan. 1, also and General.—JENSEN & CO.  
Musan Maru, Japanese steamer, 702, J. Sakurai, Tamsui Dec. 30, General.—O. S. K.  
Kutang, British steamer, 3,118, R. G. D. Bradley, Calcutta and Singapore Dec. 24, General.—JARDINE, MATHESON & CO.  
Print Hatched, German steamer, 6263, P. G. Oesch, Hainan Jan. 1, and Singapore Dec. 20, Mail and General.—MELCHERS & CO.  
Prona, Norwegian steamer, 833, T. Seeborg, Hainan Jan. 2, and Hainan Jan. 2, Rice and Pika.—AAGAARD, THORSEN & CO.  
Hainan, Norwegian steamer, 1,068, O. Anderson, Hainan Dec. 20, General.—AAGAARD, THORSEN & CO.  
Drafer, Norwegian steamer, 1,102, J. Bing, Bangkok via Swatow January 2, Hainan and Tamsui.—NIPPON YUSEN KAISHA.  
Tilgaj, Dutch steamer, 2,476, P. J. von Fennier, Java December 26, General.—JAYA-CHINA JAPANESE LINES.  
Yochio, British steamer, from Canton.

## DEPARTURES.

January 3.  
Bombay Yacht, 1,100, P. G. Oesch, Hainan Jan. 1, and Singapore Dec. 20, Mail and General.—MELCHERS & CO.  
Tartar, British steamer, 2,768, W. Davison, Vancouver, R.O. Dec. 7, and Shanghai 31, General.—O. P. R. Co.  
Hollon, British steamer, 1,183, J. S. Beach, Fochow, via Amoy and Swatow January 2, General.—DOUGLAS STEAMSHIP CO.  
Hollon, French steamer, 377, L. Anderson, Peking and Hainan Jan. 1, General and Pika.—A. R. MANTY.  
Helena, German steamer, 771, J. Jensen, Hainan Jan. 1, also and General.—JENSEN & CO.  
Musan Maru, Japanese steamer, 702, J. Sakurai, Tamsui Dec. 30, General.—O. S. K.  
Kutang, British steamer, 3,118, R. G. D. Bradley, Calcutta and Singapore Dec. 24, General.—JARDINE, MATHESON & CO.  
Print Hatched, German steamer, 6263, P. G. Oesch, Hainan Jan. 1, and Singapore Dec. 20, Mail and General.—MELCHERS & CO.  
Prona, Norwegian steamer, 833, T. Seeborg, Hainan Jan. 2, and Hainan Jan. 2, Rice and Pika.—AAGAARD, THORSEN & CO.  
Hainan, Norwegian steamer,